

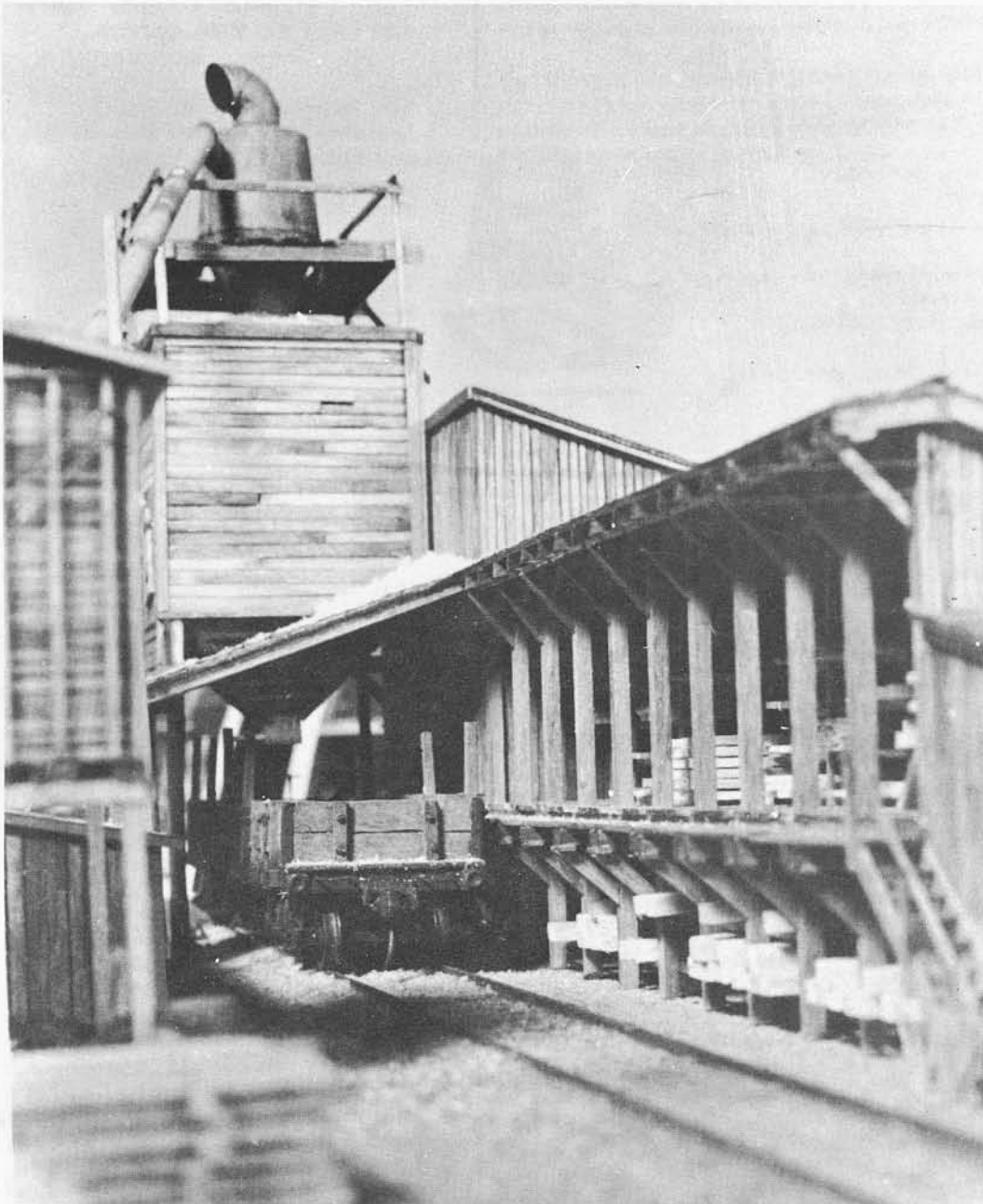
WINTER '76

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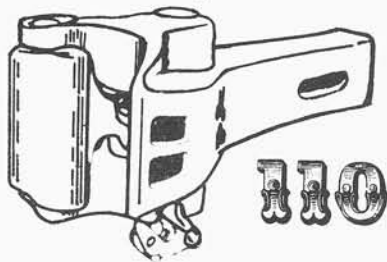
Coupler

This shot of David Busch's Planning Mill was taken by Al Westerfield at last Springs Ner Convention. The mill was the Runner Up, scoring 113 points.



IN THIS ISSUE: ● Spring Bicentennial Convention ● Ma & Pa ● Prototype
● NYO&W Creamery ● New Members ● Depot ● Stops ● More

the coupler



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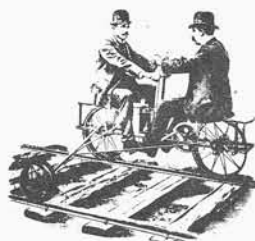
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LETTERS TO THE EDITOR

Mr. Jack Clarke of Montreal was more than a little upset over our last issue of the COUPLER, noting that although Leo King wanted to know "where the competition was!" Dave Mealey did actually take First Place in Class and Runner-Up in Best of Show. Mr. Clarke believes that the judges and Mr. King do not "like the idea of a Canadian taking the Prize," and that the article is a "definite slur on the character and honesty of the parties mentioned."



Are we coming or going?

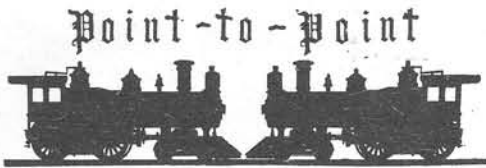
In comment, I would like to say that the staff of the COUPLER believes itself to be about as neutral as any member of a competitive organization can be, and possibly more so because of our dedication to printing all sides of issues despite personal differences of opinion. However, as human beings and non-professional editors, there are times when articles sent to us are not "edited" carefully enough to be absolutely, certainly, unequivocally positive that there is absolutely no single person to whom that article would be offensive. Again, opinions differ and the ways in which the written word is interpreted is highly subjective. But rest assured, Mr. Clarke, no offense was intended and winners of all contests are represented as best we can with the pictures, materials, articles sent us, and personal knowledge that we can muster.

M. L.

(The following was written to Ted Ritter and passed on to us:)

I'm going to say something that you aren't going to like. I've been in the NMRA since 1934 and attended the convention that was held in the Hotel New Yorker. At that time, 'O' Gauge was the gauge that started Model Railroading. Today, I'm going to be the first one to say that I've got to give up my membership in both the NMRA and the NER because of the brush off our 'O' gauge members are getting from the hobby in general.

I went to the 'O' gauge convention in Ohio last week (letter written June 14) and there were 465 members



TIMETABLE

The Coupler 3

At the Region Board Meeting last month, much time was given to the long-standing P. A. Anniversary Locomotive project. The problems connected with it have been worked on over a considerable period with no real progress in concluding it. We are unable to secure any further units and since the Region did not receive the money paid for them, we have been unable to refund the payments made by disappointed customers.

We have recognized our responsibility in this matter but, since receipts were not accepted by either the Region or myself, we did not have the money available to return them.

After much discussion and several unaccepted solutions, a plan was proposed and passed for the internal financing of the monies needed for making the necessary refunds. At the present time, checks are being written and should be in the mail before this Coupler is in your hands.



On February 28 I attended the meeting of the Newark 1978 NMRA "Railroad Convention" Committee. A wide program is underway with many prototype and model railroad events planned. There is a need for personnel and volunteers are solicited. If you can offer your help, drop a line to the Committee in care of Stephen Mintz, 18 Cherry Pl., Nutley, N. J. 07110. Let him know your forte, ideas or just your availability.



that are 'O' gaugers and you can't tell me that 'O' gauge is a thing of the past. The Hobby Dealers and advertisers are the ones that have put 'O' gauge on the rocks and then to have to get a continual brush off all the time a person attends a region or local meet is the last straw. So you folks can say, "Well we have lost a H--- of a good Model Railroader and one that stuck by us and now we are kicking him in the pants because he is an 'O' gauger. That's the story and I'm sorry, but I can't be a good member to an organization that is ignoring a person who was one of the beginners back in 1927. I even attended one of the first NER Region Conventions when Watty House, George Backman, Harold Clark, Len Estes, Hank Eighmey and all those other swell guys. What went wrong ?

So here is my last letter regards Model Railroading and I'll crawl into my 'O' Gauge hole and that will be it.

--Harold J. Ferguson
Mayfield, New York

Editors Note: Anyone care to reply to Mr. Ferguson?

March 20 (Saturday) Sunrise Trail Division's Annual Mini-Convention, 10th Anniversary Special. LIVE Clinics: Al Westerfield, Blair Foulds, Art Curren, Gordon Buchanan, new tape-slide clinics, white elephant table, operating layouts, displays, clubs, auction. Lunch available on premises. Banquet by pre-registration only. 10:00 a.m. to 10:00 p.m. at the Episcopal Cathedral House, Cathedral Ave., Garden City, N. Y. Info: Marilyn Lorence, 82 Edmore La., W. Islip, N. Y. 11795 (516-661-4620).

April 3 (Saturday) Hub Division Annual Spring Convention at Eagles Hall, corner of Park and Pearl Sts. in downtown Framingham, Mass. All the highlights, in reduced form, of the many excellent Region Conventions. You may pay at door or send SSAE for advance registration to Glenn Owens (C), 238 Sudbury St., Marlborough, MA 01752.

April 5 (Monday) Tentative. The Model RR Club Workshop on modifying locomotives, Union, N. J.

April 11 (Sunday) Chatham Show sponsored jointly by Hudson-Berkshire Div. and Harlem Valley RR Club. One p.m. - 5 p.m. Chatham Middle School, Library Pl., Chatham, N. Y. Movies, White Elephant Table, displays, dealers, manufacturers, clubs, layouts on display, etc.

April 26 (Sunday) Long Island Train-A-Rama and Auction, 12 noon to 5 p.m., Knights of Columbus Hall, Fr. Thomas Carroll 4566, 1 E. Lincoln Ave., Valley Strm, N. Y. Hal Fletcher, Auctioneer. Over 3000 sq. ft. trains. Door prizes, refreshments, free parking. Full Tables \$6. Admission \$2. Sponsored by Rockville Centre Model RR, Inc. Info: Remo Rossi, 54 Peterson Pl., Lynbrook, N. Y. 11563

May 21, 22, 23 (Friday, Saturday, Sunday) NER Spring Bi-Centennial Convention sponsored by Nutmeg Div. Chicopee Falls, Mass. More info in this issue--look for it !

October 8, 9, 10 (Friday, Saturday, Sunday) NER Fall Bi-Centennial Convention sponsored by Sunrise Trail Division. Ronkonkoma (Islip) L. I., N. Y. at the Dutch Inn at the airport. Live Steam fan trip (scale) plus lots more. More info in coming issues.



(Following letter was written to Ted Ritter as a change of address--we liked it so much we thought we'd print it and take an ego trip.)

...Also enclosed is a check for \$5.00. Please renew my membership for two years. I realize those are new dues that haven't been voted yet. I am backing up my vote with action. The least I can do considering the work others put into the COUPLER.

--Jerry Bachelder
Hartford, Vermont

Thanks Jerry !



PROTOTYPE PRACTICES

by Charles Gerow

Engine terminals are often modeled, for they provide an excellent place for us to pose our favorite locos for viewing. In addition, they can be readily used to enhance our operation. Various commodities are delivered to engine terminals: the most obvious one is the fuel our iron steeds consume. Other items might include spare parts to the roundhouse storeroom; chemicals used to soften the water before it gets pumped into the water tank; raw sand to be stored and dried for use; coal for the powerhouse if your road is dieselized; ashes are hauled away if it is not; and numerous others. Our engine yard has an ice dock adjacent, and we simulate the delivery of blocks to the ice-house, in back of the coaling station.

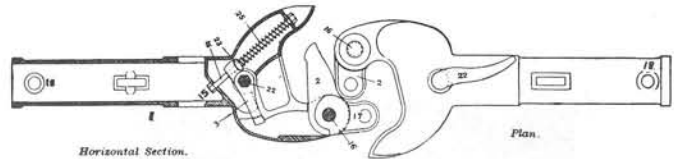


Fig. 544. JANNEY PASSENGER COUPLER. (Section of Passenger Coupler set for coupling.)

If your terminal has a turntable, it is often easiest to add the tracks to handle these deliveries by adding a short track or two from it, across from the roundhouse. Since only the largest facilities will get daily deliveries, we use a special file card in our operations: we deliver coal on Mondays, Wednesdays, and Fridays; fuel oil (for the diesels) on Tuesdays and Thursdays; sand cars on Saturdays; and a boxcar goes in according to our regular industrial patterns. We utilize the actual days of the week and leave the delivered cars in place until they are needed elsewhere. Regular industries have cars ready for pick-up the next day, according to our normal routine.



REGISTER NOW - CLOSING DATE FOR REGISTRATION PACKAGE - MAY 15

PLEASE RESERVE FOR ME:

Complete Convention Package @ \$16.00
(Includes Reg. - Fan Trip - Banquet - Dancing)

Husband/Wife Package @ \$27.00
(Includes above except one person on fan trip)

Name _____
Address _____
City _____ State _____

I expect to arrive about _____ (Time)
on _____ (Day)

PRE-REG. SPLIT PRICES

Registration @ \$3.00 _____	Registration \$3.00 _____
Fan Trip @ \$3.75 _____	Fan Trip \$5.00 _____
Banquet @ \$9.25 _____	Banquet \$10.00 _____

PRICES AT THE DOOR

Note: The Savings For Pre-Register

Make Checks Payable to N.E.R. Conventions and send to

Irwin F. B. Lloyd
44 Lincoln Drive
Glastonbury, Conn. 06033

MAIL DIRECT TO: HIGHPPOINT MOTOR INN
Exit 5, Mass. Pike
Chicopee Falls, Mass. 01021
N.E.R. CONVENTION
MAY 21-22-23

Please reserve the following accommodations:

Room with Double Bed for _____ one _____ two

Room with Twin Beds

Number of nights desired _____

Will Arrive _____ Date and Approximate Time _____

Rooms are held until 6 P.M. unless paid in advance. If delayed, a phone call will hold reservation a reasonable time.

Name _____
Address _____

_____ If unable to accommodate, I would appreciate a letter or collect wire.

SPRING BICENTENNIAL CONVENTION

Contests - Manufacturers' Exhibits - White Elephant Tables (No Auction). Six Home Layout Tours (5 HO and one 'O' Gauge) - All Home Tours will be transportation provided in 14 passenger buses - Club Layout Tour Friday Nite (15 minutes away - transportation on your own). All Maps - Layout History - Complete Itinerary - Railette Shopping, etc. at Registration Desk. The Manufacturers' Exhibits, White Elephant Table and Portable Layouts will be open to the public Saturday afternoon only, 1-5 p.m. A first for NER Conventions.

Contest models accepted Saturday morning. Special Category - Bicentennial Model Contest. Any model with a bicentennial theme or colors accepted--special awards.

Highpoint Motor Inn has: Heated, Large Indoor Swimming Pool, Beauty Salon, Sauna, Health Club Facilities, Restaurants, Coffee Shop, T. V. in rooms, Single and Double Facilities.

There is a beautiful shopping mall across the street--no car necessary. Other points of interest will be available in Registration Pkg. at door on check in.

The West Springfield Yards will be available Saturday and Sunday - permission has been granted by Con-Rail with written signature waiver, available at door; you can normally see B&M, CP, CN, CV & PC equipment. (Bring your cameras!) If we get a good day, we'll see plenty!

Itinerary:

Friday Nite: Registration 6:30 - 9:00; Club Layouts 8:00 - 10:00. White elephant table 8-11:00. Pool party at 11:00 p.m. (Bring swim suits) Hospitality 7-10:00pm.

Saturday: Registration 8:30 a.m. to noon. Mfg. displays 9-12 and 1-5 p.m. White elephant 9-12 & 1-5 p.m. Four clinics 9-11 a.m. and 2-4 p.m. Bus Layout Tour 9 a.m. and 1:30 p.m. (2 tours a.m. & p.m.) Tour assignment at Registration Desk. Happy Time 6:15 to 7. Banquet - Awards - Our After Dinner Speaker Hal Carstens, Publisher of 'Railroad Model Craftsman' - A fun thing on model railroading since it started, with slides of people who have been known thru the years in the industry and hobby - plus clubs and models and other fun things about model railroading. This ties in with our Bicentennial Theme and should prove fascinating to all. Lighthearted FUN--Just a GOOD TIME.

Dancing will be provided after banquet and movies and slides for all.

Sunday: B.O.D. Meeting 9:00 a.m. Pioneer Valley Live Steam open to us - map and directions at Registration Table. Much has been added, lots to see. Flea Market (free admission) across street in the Mall. On your way home, the Trolley Museum at Warehouse Point and Don Clerke's Layout will be open.

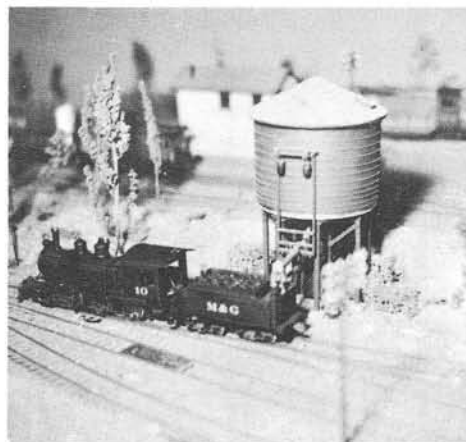
REMEMBER: All Maps, Directions, Complete Itinerary will be in the PACKAGE at REGISTRATION.

Our guaranteed prices for rooms at the Highpoint Motor Inn is \$16.00 double and \$14.00 single. All reservations in advance for this rate.

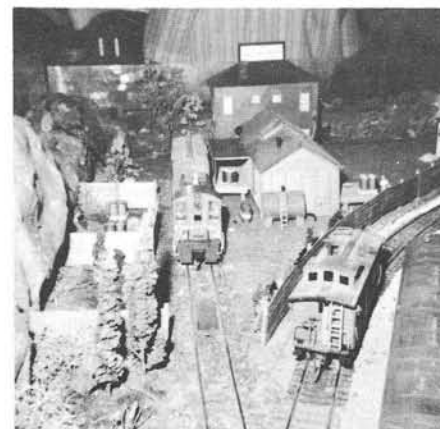
Banquet Menu: Fresh Fruit Cup, Roast Prime Ribs of Beef au Jus, Baked Potato (sour cream), Green Beans Almondine, Ice Cream Pie, Coffee, Tea, Milk, Rolls, Butter, etc. We've checked it out--their food is delicious!



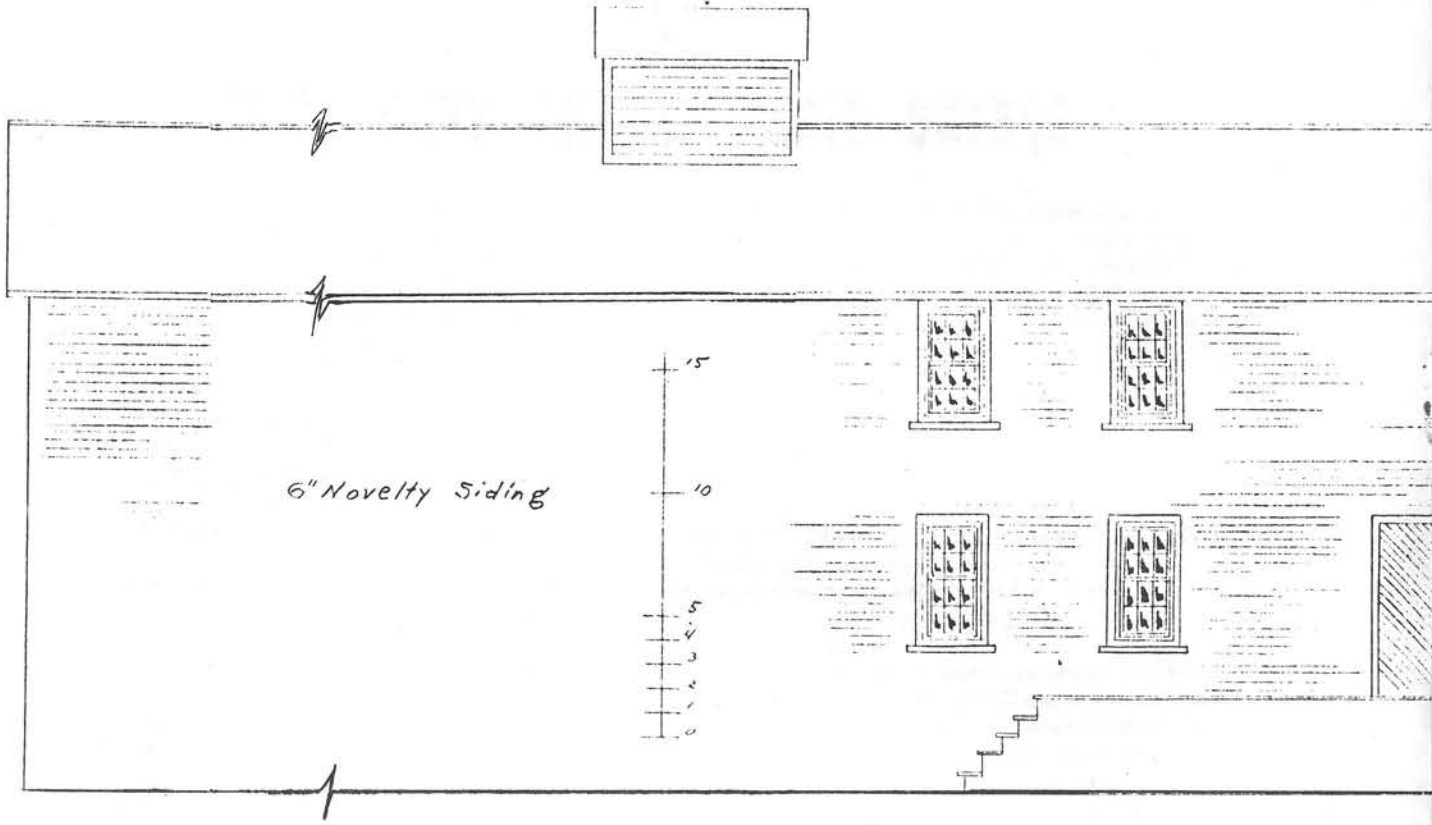
Small industries on the Berkshire & Mohawk RR keep the rails Humming.



M & G Engine #10 ready for a run on the Berkshire & Mohawk RR through the heart of New England.



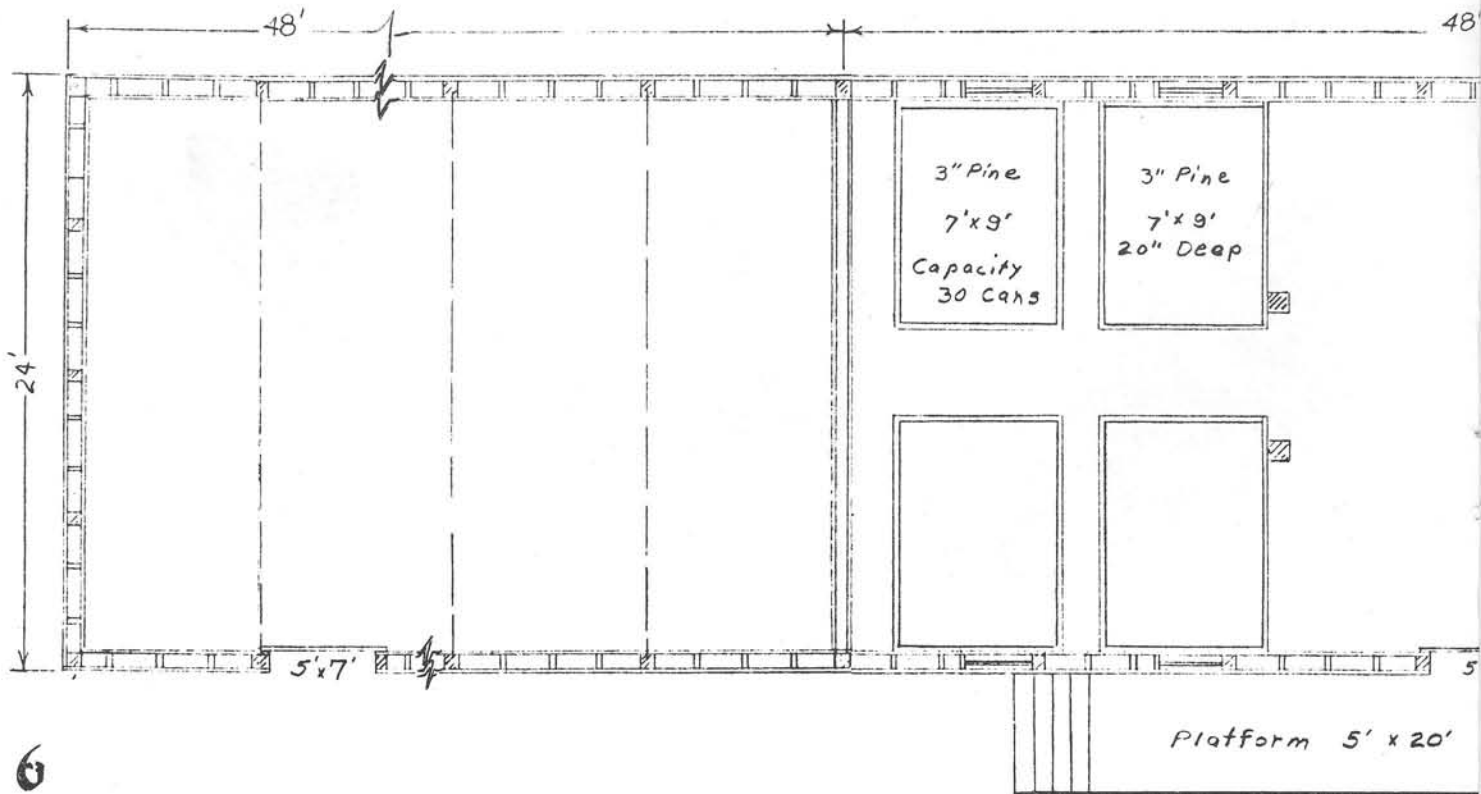
The Berkshire & Mohawk RR keeps progressing. This scene shows only a part of the siding to Stark Tool Co. one of the many small industries on the line.

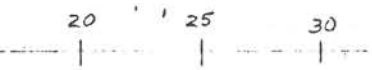
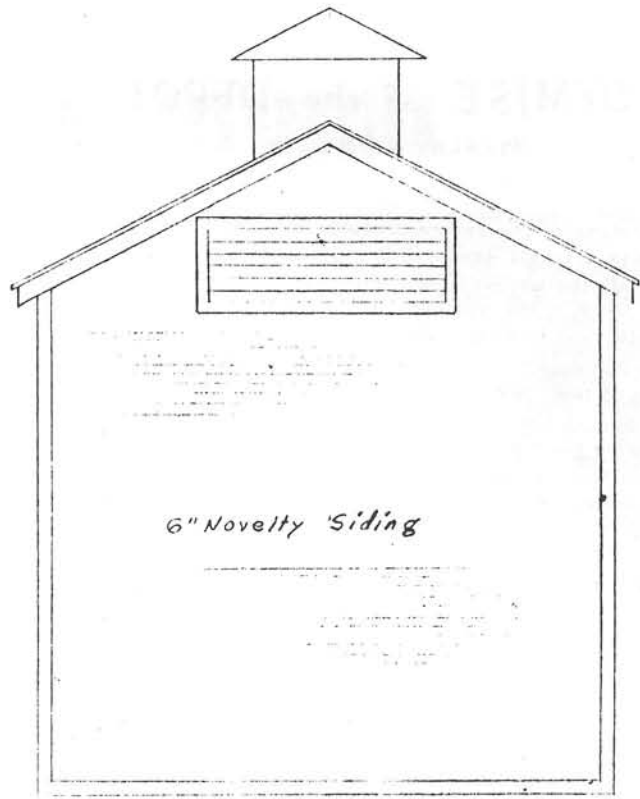
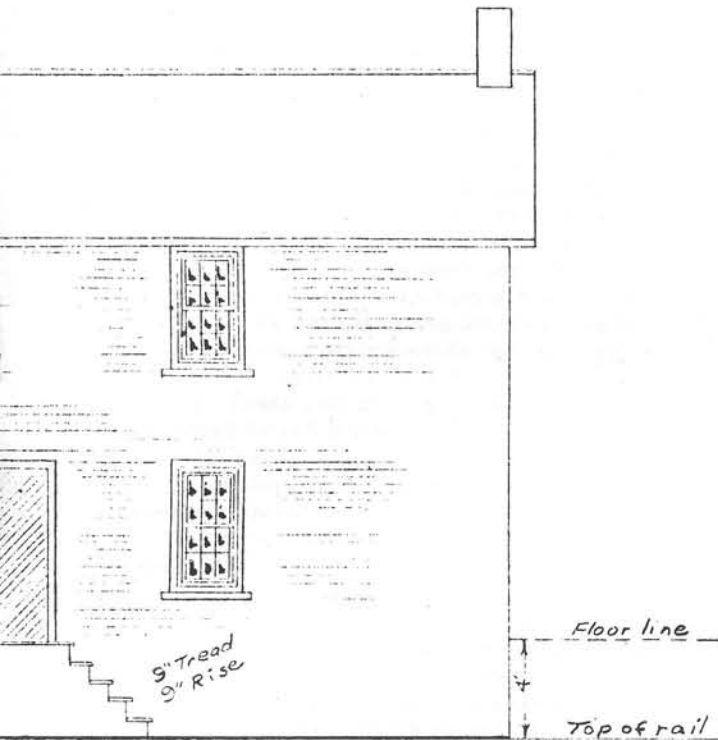


N. Y. O. & W. Railway
GENERAL PLAN OF CREAMERY

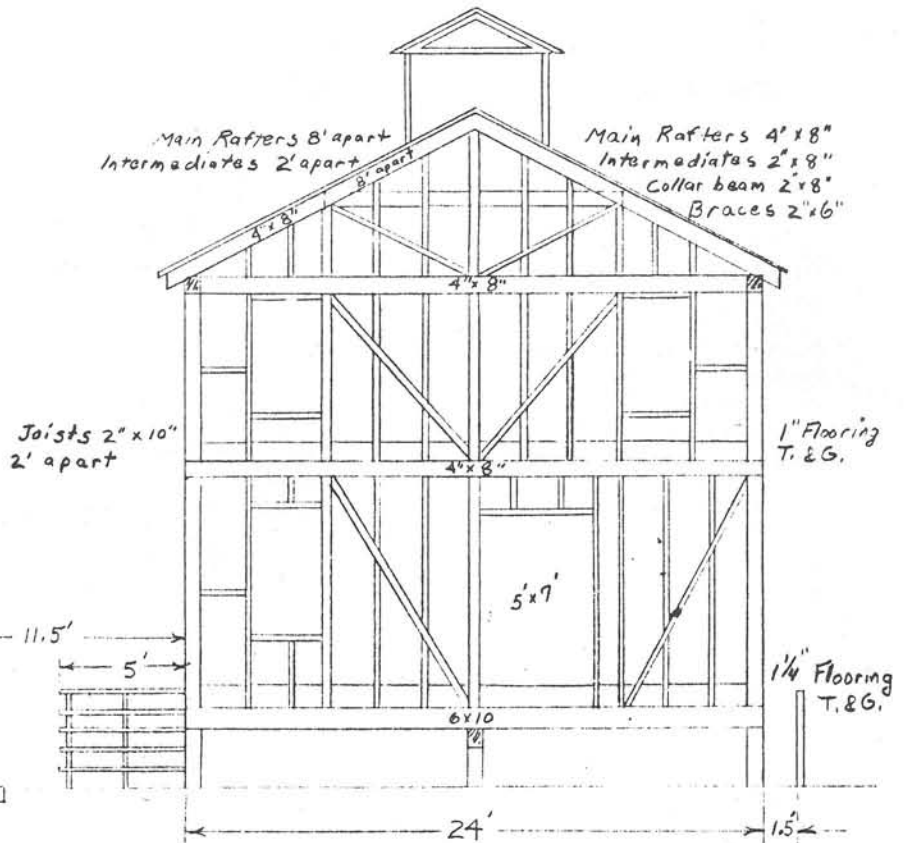
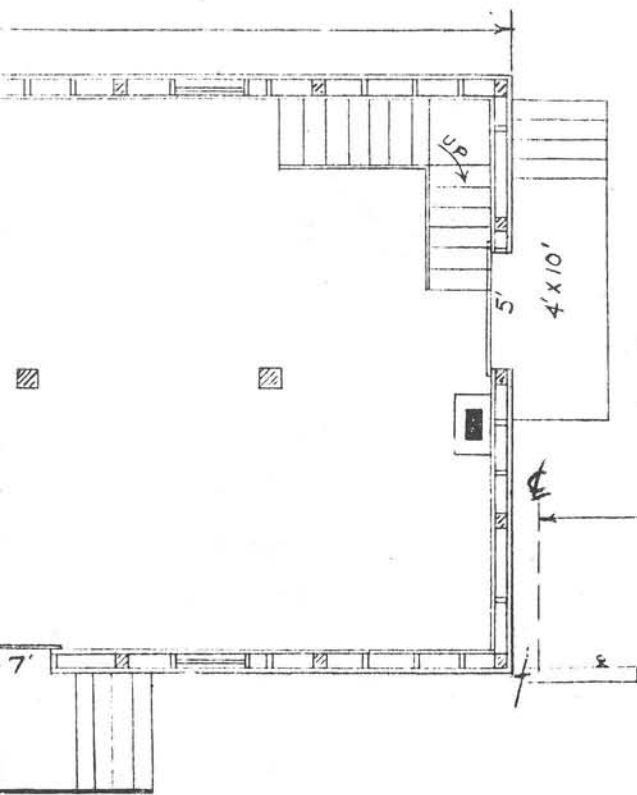
— Dec. 31, 1894 —

Red
 Sc





Drawn by Bill Mischler
Scale 1" = 8'



DEMISE of the DEPOT

STANLEY W. BRADLEY

The history of the railroad stations throughout the nation is a small-scale chronicle of the fate of the railroads themselves from the 1880's to the present time. During the era when the iron rail furnished the only realistic link with surrounding communities and to the outside world, the station was usually the center of town life. Whole families would often walk there during the early evening, just to sit and watch the trains pass by. One of my own first recollections is that of my Dad bringing me down town so that I could wave at the engineer up on that big locomotive.

The station's prosperity has closely paralleled the national and regional economy. At the time of its construction, railroading was approaching the peak of its golden years. The station was often a key factor in the development of an area, and the railroads played an important social role in the communities which they touched. Most of them were well tended and carefully maintained. Often the station agent and his family resided in upstairs living quarters, and planted the surrounding grounds with attractive flowers and shrubbery.

After the close of World War I the railroad station commenced to decline in importance with the advent of the automobile and later the airways. It commenced showing increasing signs of neglect and deterioration. Ultimately as passenger service declined, many stations were closed when the companies were opera-

ting in the red and became seriously concerned about their financial future.

One of the fine old buildings which has escaped demolition is the Pennington, N. J. station, it having been entered in the National Register of Historic Places on December 31, 1974. Built by Daniel Clarkson in 1882, it is an excellent example of old Victorian architecture in practice. The upright 3-story sandstone structure with a mansard roof and center pavilion is well executed and designed, and has served the community for just under a thousand years.

The Philadelphia & Reading R. R. was able to build a competing line between Trenton and Bound Brook only after breaking "The Monopoly" held for over 40 years by the N. J. Railroad & Transportation Co. (later the Pennsylvania RR) across the State. Service between Trenton, Pennington, Hopewell, Bound Brook and Jersey City was begun on May 20, 1876 with a ceremony at Pennington. The Railroad celebrated the day by awarding 700 free round trips to the great Centennial Exposition then being held at Philadelphia. Trenton, which was previously an uncomfortable hour's stage ride away, became easily commutable for 34¢ and the town was no longer an isolated back-country village.

In later years, the Reading's CRUSADER and WALL STREETER used this route, as well as the famous B & O trains to Washington. Now these are all things of the past, and the Pennington station basks in the sun, reminiscing of its by-gone glory to the thunder of an occasional passing freight train. Time marches on!



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David N. Kahler, Waterford
Robert W. Morse, West Mystic
Robert B. Nichols, Norwalk
Robert H. O'Neill, W. Hartford
John Shaw, Bloomfield
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Alan C. Davis, Concord
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Thomas A. Robinson II, Gloucester
Richard P. Rubrecht, Acton
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Paul Weiss, Needham

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Donald Deutsch, Mt. Vernon
Gerald Hewlett, New York City
Paul E. Huber, Plainview
Vincent A. Kukys, Syracuse
Steven R. Leader, Middle Village
Samuel S. Linderman, Dobbs Ferry
Ralph T. McClive, Jr., Camillus
Richard B. Marcus, Staten Island
John B. Negron, New York City
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A. E. Feil, Berkeley Heights
Franklin Janes, Flanders
Thomas P. Piccirillo, Edison
Robert S. Robbins, Fanwoon

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Bob Wilson, Ottawa, Ontario

VERMONT

James G. Sykes, Barre

MAINE

William E. Jackson, Rockland
Ralph Wendelaar, Spruce Head



Station Stops

Compiled by Hook N. Crook

HUB DIVISION

With our new editor Frank Gulla now at the helm of the Hub Headlight, the new format and the fact that we have been forced to go commercial in our printing, we now have a publication that has brought the Division praise and justifiable pride. We expect to continue in that vein in the future. For those of you Region members who live in the eastern half of Massachusetts who are not yet Hub Division members, you are cordially invited to join. Simply send an SSAE to the address at the end of this column and you will receive your application post haste. And, as always, we strongly urge you to join your own Division, if you are not already a member therein, nor of Hub. Remember, your Division needs your support because their work helps out the Region. The Region needs your continued support because their work helps out the NMRA. And the NMRA needs you because in the last 40 years this great hobby of ours would not have grown to its present excellent state and now continue that way, without the vast effort of the NMRA and all its Regions and Divisions.

When we started our coordinated and concerted membership drive in Hub 2 1/2 years ago, we had 77 paid members. As of February we are now up to 234 and growing. Some of this has happened because Region office manager Ted Ritter has sent us names of prospective members who we then were able to sign up. We in turn send him names of possible Region applicants, some of whom undoubtedly have then become Region members. Obviously, this two-way street type of action benefits us all and will certainly continue.

The Division's Annual Spring Convention will be held at Eagles Hall in Framingham, Mass. on April 3, 1976. It is shaping up into the best one ever. You can register in advance by sending an SSAE to the address below or if time is short, pay at the door. The Eagles Hall is at the corner of Park & Pearl Sts. downtown and the doors open at 9:30 a.m. The complete package price at the door is \$7.00 per person, all ages, and \$3.00 per person if you want the daytime program only and not the evening banquet and associated program.

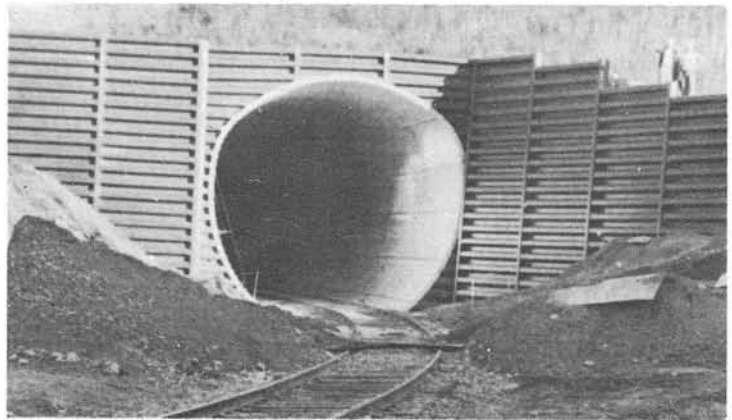
Glenn E. Owens (C)
238 Sudbury St.
Marlborough, MA 01752

SEACOAST DIVISION

The St. J. & L. C. is taking about 550 cars a month out of St. J. so I guess they'll be around for a while. The Maine Central is supposedly running their new U-18B's into St. J. but I haven't seen them yet. Sure was nice of Lionel to come out with that model.

The State of Vermont is dickering to buy the Beecher Falls branch of the Maine Central. The Ethan Allen plant wants to expand, but won't unless the railroad stays.

Boston and Maine were real lucky on that train wreck in Fairlee, Vt. Three propane tankers blew up, the end of one of them flew clear across the Connecticut River and landed in New Hampshire. It couldn't have happened in a better place--no one was hurt.



Second Tunnel Built Under the Route 5 Relocation in St. J. (Photo & Above Text Courtesy Peter J. Eaton)

SUNRISE TRAIL DIVISION

The Sunrise Trail Division's next major activity will be on March 20th when we will hold our 10th Anniversary Mini-Convention at the Episcopal Cathedral House, Cathedral Ave., Garden City from 10:00 a.m. to 10:00 p.m. This will be a super-full day with live clinics by Al Westerfield, Art Curren, Gordon Buchanan, Blair Foulds and Ed Koehler. The newest NMRA tape/slide clinics will be shown and operating layouts will abound. Naturally, regular features like the white elephant table, switching contest, model and photo contests, raffle, etc. will be there. Banquet will be available for pre-registrants only, after which Ed Koehler will give a slide presentation on the Long Island RR. Prices: Pre-registration & dinner for adults \$7.50; children \$5.00. Pre-registration only: \$2.00 adults, \$1.00 children. (children under 10 yrs.) Registration at door higher. Send your reservations to: Albert A. Waltien, 89-35 116th St., Richmond Hill, N. Y. 11418. Info only: Marilyn Lorence, 82 Edmore La., W. Islip, N. Y. 11795.

Our other activity will be the hosting of the Fall '76 NER Convention in Islip, N. Y. on October 8, 9, 10. There you will enjoy a live steam (scale) fan trip generously offered by the Long Island Live Steamers, plus numerous other activities still being conjured

Scratchbuilder's Corner

by Dave Messer
Lifted (carefully) from "FORM 19"

SHEET METALS

With the ease and convenience of using sheet styrene and the advent of cyanoacrylate adhesives in place of soldering for securing detail, the use of sheet metal in scratchbuilding is considerably less necessary than in earlier years of the hobby. One possible remaining advantage is durability and a resultant greater satisfaction in achieving something lasting.

The most common sheet metal for model work is, of course, brass, which is available in a wide range of thicknesses from .001." Other sheet metals available are nickel silver, copper, aluminum, and phosphor bronze--all in a limited range of thicknesses.

Soldering is the traditional means of assembly, although special solders with different melting points may be necessary (starting with the higher-melting ones) to attach detail parts without loosening those already in place. The use of cyanoacrylate adhesives is increasing for this purpose, but caution is necessary in their use.

LAMINATES

A technique which is often used for specific detail and/or for structural purposes is that of laminates. A laminate can be defined as a material made by joining together two or more layers of the same or different materials.

In the case of layers of the same material, which is done to obtain greater thickness--usually for structural purposes--the fabrication techniques are the same as for single thicknesses. When using different materials, the techniques vary, depending on the materials. While it is generally easier from an assembly point of view to use similar materials in constructing a given model (same adhesive, less chance of warpage, etc.), detailing or structural considerations often call for a combination of two (or more) materials. An example of this is a structure of wood or cardstock siding and roof to which metal sheathing is added. Consideration must then be given to the proper choice of a suitable adhesive which will attach to and be compatible with both materials being joined. In the case of plastic- or metal-to-wood, the white glue used for the wood-to-wood or card-to-wood assembly (both porous materials) is not sufficiently durable to hold the non-porous plastic or metal. In this situation, contact cement (Pliobond, Goo) or epoxy resin (many brands) would be more satisfactory. For metal-to-metal or plastic-to-metal bonds, either of the above or the cyanoacrylates are suitable.

Whatever the materials involved, it is essential that the layers are firmly bonded before final assembly of the model, and that bracing is sufficient to prevent warpage. The use of laminates, if done carefully and with a little imagination, can open up a wide range of detailing possibilities not available with single materials.

STATION STOPS....

up for your pleasure. We hope to see you there and if there's anything in particular you've been dying to see at a convention but haven't lately, give us a call and we'll see if we can accommodate! Info: Marilyn Lorence (address above).

HOW TO BE AN EDITOR

Got a note from Leo King, semi-complaining about the poem he wrote but never wrote. You see, Leo wrote a paragraph and it somehow got "editorialized" into a free-verse poem. He writes: "I vividly remember my poetry professor telling me 'Break the lines into about equal length.' Oh, if he could see that back cover!" I would like to send your professor some poems by Sandberg or e.e. cummings, but I'm afraid he wouldn't know who they are, Leo.

THEFT

On Friday, November 7, 1975 sometime between 5:30 and 9:45 p.m. the home of Mr. John J. Littfin was broken into. Many steam locomotives and diesels were stolen; many of them collectors' items, limited production kits and scratch-built units. If anyone has the feeling that he is being offered stolen property for sale or trade please write immediately to John for a list of his stolen items for verification: 555 Baker Ave., Winsted, Minn. 55395 (or call:) 612-485-3861 or 612-473-2551.

IN MEMORIAM

Received a sad note from Margaret See (Mrs. James E. See) about the untimely passing of Jim See, Life Member #16, on October 21, 1975. As well as being a Life Member, Jim served the Northeastern Region as President and contributed to our hobby in innumerable ways, most precious of all being his good friendship. We shall miss him.

SOOT & CINDERS

Richard M. Hanschka

photos from
the author's
collection-

The Maryland & Pennsylvania has been subject of at least one book. It appealed to railfans and modelers in the early fifties as the typical basement pike subject. It had only small engines, some of which have been produced in HO brass. The old Midland baggage car was a classic in itself which surely someone will want to model.

No. 2006 is a typical caboose. These were from the Pennsylvania RR. It rode hard, but at typical low speed of about 15-20 mph, bothered no one.



York, Pennsylvania, May 10, 1941



Ma & Pa #27 (4-6-0) and Express Car at Baltimore, Maryland, September, 1939.

Note the typical Wyatt Earp-type baggage, so long a favorite with modelers. The coaling facility is yet typical of several museum-type pikes. The earlier posed photo will likely be of use to modelers who would like to scale a photo.

Old #6 is typical American power used in passenger service. In later years, #43 and #42 pulled the passenger trains as well as freight; often the service was mixed.

There was no dining on these trains, except for a very obliging conductor. He would ask if anyone wanted cigars or coffee; the engineer would park the coach by a nearby beanery in case someone wished a snack while he switched a car or two.

Short trains and beautiful rolling countryside make a very graceful subject to model. However, if you were in a hurry, you'd best have walked. Anyone who did not catch the train, did not try very hard.

Maryland & Pennsylvania

September 28, 1952

1 Lv AM	Mls		2 Av PM
7:40	0	Baltimore, Md.	6:20
8:05	7.0	Towson	5:55
8:26	14.5	Glenarm	5:27
9:05	26.5	Bel Air	4:55
9:52	42.4	Whiteford	4:06
10:00	43.7	Delta, Pa.	4:00
11:12	68.3	Red Lion	2:50
11:19	70.5	Dallastown	2:38
11:50	77.2	York, Pa.	2:10

Junctions were made with Pennsylvania at York and the B & O plus PRR at Baltimore. Dallastown was actually on short branch line.



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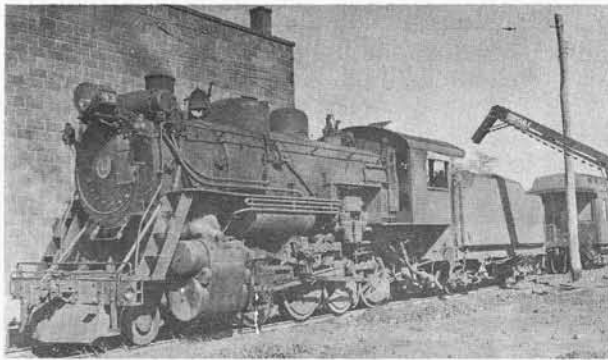


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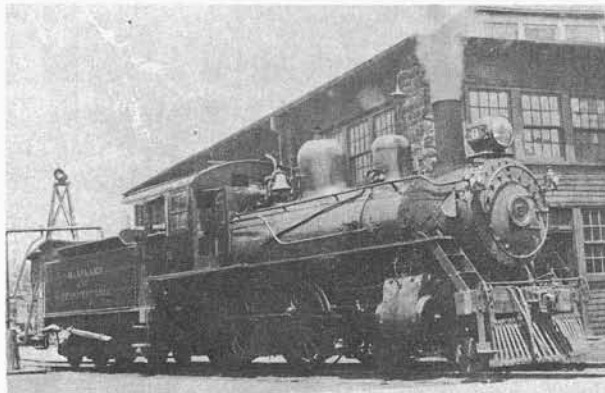
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Please report any change of address to the Office Manager as soon as possible.

SOOT & CINDERS.....



Ma & Pa #43 (2-8-0) at York, Pennsylvania, May 10, 1941.



Ma & Pa #6 (4-4-0) at Baltimore, Md., May, 1934.

BUS TO CHICAGO

A Greyhound bus is being chartered from New Jersey to Chicago as a means of transporting the displays for the 1978 Convention. Passenger space on this bus is available for \$50-\$60 round trip, depending on the number going. Departure is A. M., Sunday, August 8 with a pick up from the PATH-PC Newark station, then from The Model Railroad Club, Inc. Free parking is available at the Club. Stops will be made at points of interest; the following being considered as a starter: East Broad Top, Horseshoe Curve, the large 'O' Gauge layout near Akron, the South Shore shops at Michigan City with a ride on the South Shore. Arrival at the Chicago Convention on Tuesday, P. M. Departure from the Convention after the banquet for a Sunday arrival in N.J. The group rate for motels for the two nights enroute are not yet known. First come, first served. For info: SSAE to Bus to Chicago, Box 1146, Union, N.J. 07083.

--Paul Mallery



WELCOME ABOARD

We are happy to include the name of Stan Bradley among our regular contributors. Stan has written articles for us in the past, but upon seeing our latest plea for more material, came to our rescue by sending us a veritable book of articles, poems, and anecdotes about railroading in all its many forms. We are certain you will enjoy reading his column each issue as much as we enjoy bringing his articles to you through the COUPLER.